

# Kaka'ako Connection

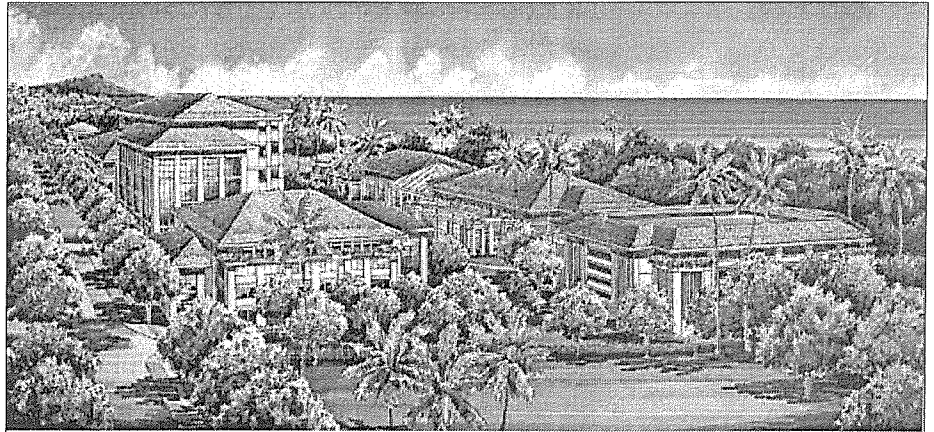
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## UNIVERSITY OF HAWAII SELECTS KAKA'AKO MAKAI AS SITE FOR NEW MEDICAL COMPLEX

The University of Hawaii (UH) administration recently announced that it would pursue the development of a new medical complex on State-owned land in Kaka'ako's Makai Area. UH President Evan Dobbelle on October 2 said that, after considering 10 other locations, the University chose Kaka'ako, where it plans to build a new medical complex that would house the new John A. Burns School of Medicine, as well as a Cancer Research Center and a new biotechnology center. The UH is planning to develop the complex on about 10 acres of land Makai of the former Gold Bond Building and Ilalo Street.



The Hawaii Community Development Authority earlier this year adopted a resolution expressing support on a conceptual basis for the development of the University of Hawaii John A. Burns School of Medicine (JABSOM)/ Biomedical Research Center in Kaka'ako Makai. The UH JABSOM has established a goal to replace its outdated facility at UH-Manoa with a new biomedical and educational campus. In announcing its

selection of the Kaka'ako site, UH officials pointed out the location's close proximity to area hospitals and ability to accommodate future expansion and growth. The proposed bus rapid transit stations, the availability of the land and sufficient infrastructure in place were other factors that weighed in favor of the Kaka'ako location. The UH is proposing to pay for the \$300 million price tag for the new medical complex by using funds from the State's \$1.2 billion tobacco settlement and from private fundraising.

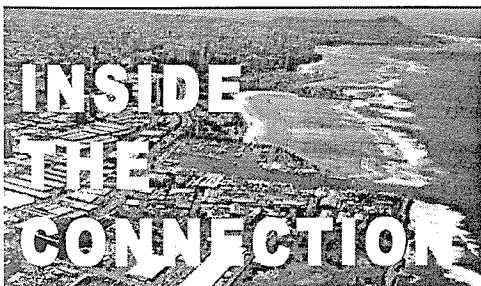
## PERMIT APPROVED FOR HONOLULU DESIGN CENTER PROJECT

The Hawaii Community Development Authority (HCDA) has given its approval to the proposed Honolulu Design Center retail complex project in Kaka'ako. On September 5, members of the Authority unanimously approved the Base Zone Development Permit and requested modifications for the project to be developed on Kapiolani Boulevard.

Honolulu Design Center, LLC is proposing to develop a retail complex on a 2.8-acre site (the former Flamingo Chuckwagon and nearby properties). The two-phased project is a joint development of two sites that are separated by Waimanu Street and would include retail, warehouse and office uses. As proposed, Phase 1 would involve the development of the former Flamingo

Chuckwagon site and a contiguous parcel with basement level parking and three stories of retail and warehouse space. A second lot on the Makai side of Waimanu Street would be utilized as a temporary, on-grade parking lot for the Kapiolani site. In Phase 2, this temporary parking lot would be replaced by a six-story parking structure with office space. During Phase 2, a fourth floor with a trellis would be added to the Kapiolani complex. The developer would like to start construction on Phase 1 by the end of 2001 and Phase 2 would be developed approximately six years after the completion of Phase 1.

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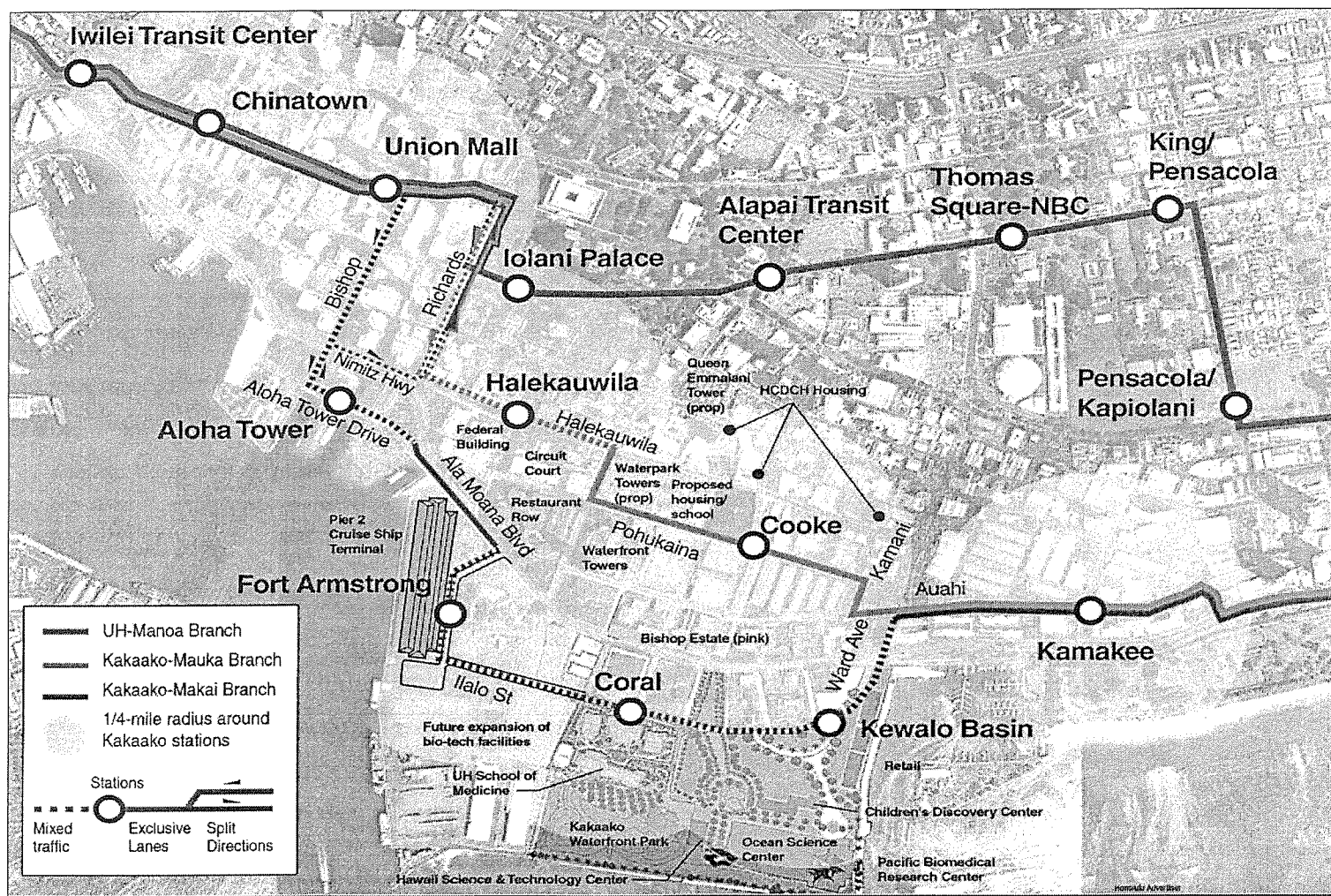


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# NEW BRT TRANSIT BRANCH PROPOSED TO SERVE THE KAKA'AKO MAKAI AREA



Graphic provided by the City Department of Transportation Services

The City and County of Honolulu transit plan has been expanded to add a new route to serve Kaka'ako's Makai Area. Originally, the Bus Rapid Transit (BRT) system was designed to serve the Mauka area of Kaka'ako. That route is still moving forward. A second makai branch is proposed to begin at the Iwilei Transit Center, travel along Hotel and Bishop Streets to Aloha Tower, and then turn towards Koko Head on exclusive lanes on the Makai side of Ala Moana Boulevard. The route would then pass through the Kaka'ako Makai Area along Ilalo Street and connect with the current BRT route to Waikiki along Auahi Street at Ward Avenue. The Kaka'ako Makai branch will provide better access to Aloha Tower Marketplace and new developments along the Kaka'ako waterfront.

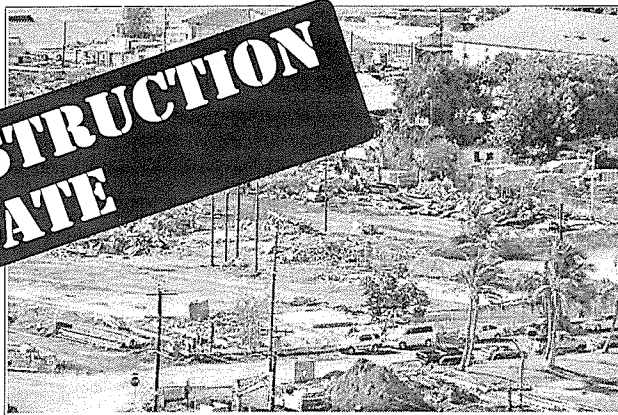
Input from the Downtown-Kakaako Working Group—one of several groups established to review the BRT program—was used to refine the BRT alignment along several streets and it recommended the additional branch through the developing Kaka'ako waterfront area. The group—including downtown residents, land developers, local businesses and civic organizations—looked at how the BRT would fit into both historic communities

and dynamic growth areas and it reviewed the conceptual plans for the BRT lanes through Downtown Honolulu and Kaka'ako. The group made recommendations to improve the BRT project to the DTS.

The in-town BRT system will employ electric vehicles along exclusive or semi-exclusive transit lanes from Kalihi to Downtown Honolulu, then to the University of Hawaii and through the Kakaako District to Waikiki. The in-town system would extend approximately 11.6 miles with stations along this route. It would feature fast, frequent service with stops about every quarter-to-half-mile. The travel times would be substantially faster than today's conventional buses because some of the transit lanes would be devoted exclusively to transit vehicles. According to the DTS, the BRT system would be an "attractive alternative to automobile use" as it would have increased people carrying capacity and reduce the amount of air and noise pollution. Analyses underway in a Supplemental Environmental Impact Statement are being revised to accommodate the changes proposed by the working groups.

# KAKA'AKO IMPROVEMENT DISTRICT PROJECTS:

**CONSTRUCTION  
UPDATE**



The Hawaii Community Development Authority (HCDA) is currently constructing two improvement district projects involving roadway and utility system improvements in the Kaka'ako District. Following are brief summaries and street closures/traffic rerouting advisories for these projects. Motorists and pedestrians are advised to exercise caution and to follow traffic advisory signs in the construction areas.

## Kamakee Street Improvements (ID-7)

**Description:** This project involves infrastructure improvements on Kamakee Street (from Queen Street to Kewalo Basin) and a realignment of Kamakee Street (from Auahi Street to Ala Moana Boulevard), creating a four-way signalized intersection at Ala Moana Boulevard and Ala Moana Park Road. This project is tentatively scheduled for final completion in October 2001. The contractor is Delta Construction Corporation.

**Street/lane closures:** A portion of Kamakee Street (between Ala Moana Boulevard and Auahi Street) and the four-way intersection are now open to traffic. On Kamakee Street, between Waimanu and Auahi Streets, utility companies are installing underground cables in preparation for the conversion from the overhead to underground system.

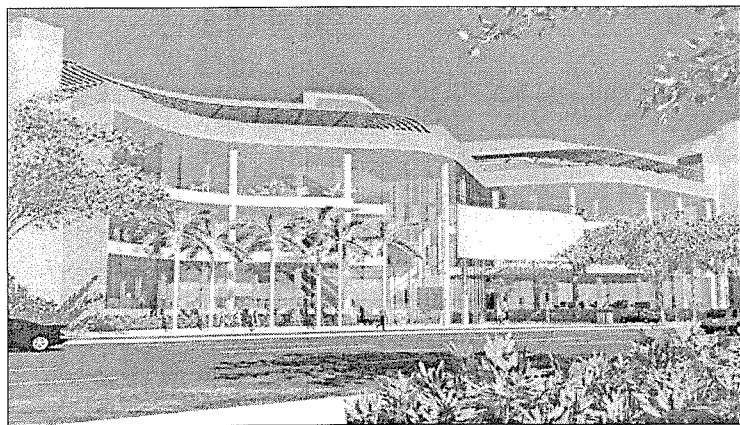
## Ilalo Street Improvements (ID-9)

**Description:** This \$17 million project will improve the infrastructure of Ilalo Street, from Ahui Street to Forrest Avenue (South Street). Ilalo Street is

planned to be a beautifully landscaped boulevard that would serve as the principal collector street for the Makai Area and would also provide an attractive pedestrian environment. For this project, new water, sewer, drainage and underground utility systems are being installed along with the construction of a new roadway, driveways, pedestrianway, curbs and gutters. Improvements are needed to improve access to the Makai Area and support future development. Construction is slated for completion in December 2002. The contractor is Hawaiian Dredging Construction Company.

**Street/lane closures:** Keawe Street, from Ala Moana Boulevard to Ilalo Street, is now open. The entrance to the Food Distribution Center from Keawe Street has also been reopened. A portion of Ilalo Street (between Keawe and Cooke Streets) will be closed for the next 3 months. Entrance to the Department of Agriculture building has been rerouted to the Kaka'ako Makai Gateway Park Road. The segment of Ilalo Street (between Ohe and Koula Streets) will also be closed for the next month. Entrance to Pflueger Honda Service Department is possible from Ohe Street.

## PERMIT APPROVED FOR HONOLULU DESIGN CENTER PROJECT *(Continued from Page 1)*



The Honolulu Design Center is a base zone development project. A public hearing on the project was held on requested modifications from rules governing base zone development projects relating to building height,

yards, view corridor setbacks, off-street parking and open space. The developer requested the modifications because the Kapiolani site has several physical characteristics that, taken together, would make it very difficult to accommodate an efficient and functional retail storefront complex along Kapiolani Boulevard. These characteristics include: the lot's irregular configuration, shallow depth and sewer easement, and the required road widening setback on Waimanu Street. HCDA staff supported the proposed modifications because, together, they would result in a design that would be physically and aesthetically superior to that which could be accomplished by rigidly enforcing the rules.

During the hearing, interior designer Michael Colgan testified in favor of the requested modification. The Authority also received a letter, written on behalf of an adjacent landowner, which contained objections to the modifications.

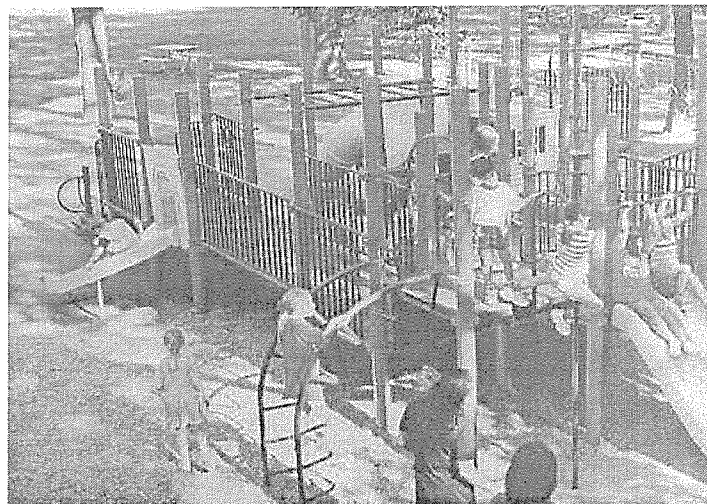


## COMMITTEE ESTABLISHES DESIGN PRIORITIES FOR NEW NEIGHBORHOOD PARK IN KAKA'AKO

The Hawaii Community Development Authority (HCDA) is currently working on a master plan for the development and design of a new park project in Kaka'ako. The HCDA plans to develop two new small parks (totaling approximately 2 acres) along both sides of the proposed Queen Street Extension project. The extension (also known as Improvement District 10 and currently in the design phase) will connect Queen Street with Waimanu Street. Construction work could start in June 2002 and be completed in January 2004. Completion of the park is planned to coincide with completion of the Extension in January 2004. The tentative budget for the park is \$2 million with approximately \$0.2 million to design and \$1.8 million to build. The design includes the preparation of development plans and construction plans. Public facilities dedication funds will be used to pay for this project. These funds are collected by HCDA from developers to develop new community facilities in Kaka'ako.

The input and comments gathered from a recent public survey have provided initial guidance to HCDA's park consultant. A committee—composed of property owners, community groups, design professionals and City agencies—has been formed to provide additional guidance in terms of design and amenities for the parks. The committee has established a list of overall priorities for the park project. The plan is to develop a neighborhood park that would provide passive recreation space for residents and others in the area. The park would provide a sufficient amount of park furniture for relaxation and no parking stalls would be developed within the park site.

Facilitating pedestrian circulation between the residential community and the business district is another of the committee's priorities for the park's development. This could be accomplished by providing traffic calming measures and more enhanced pedestrian crosswalks at the intersection of Waimanu and Queen Streets. Wide sidewalks around, and pathways through, the park will link existing and future residential towers with the surrounding



commercial area. The future development of Queen Lane as a private road with pedestrian friendly access will link pedestrians from Auahi Street to the park site and the proposed Queen Street Extension.

Other park priorities are: closing the park at night; having adequate night lighting for safety and security; and developing a low maintenance park. The Design Review Committee has also come up with a list of recommended amenities for the site. This list includes: children's play apparatus for school aged children; a "gateway feature" sculpture to be located on the corner of Waimanu and Queen Streets; seating areas with tables and chairs; and shade trees. Optional elements include: an interactive water feature located adjacent to the play apparatus; a sculpture garden or plaza space with sculpture; additional open space or grass area; and additional plaza space. These optional elements may be provided in conjunction with a future one-half acre addition to the park.

The Ala Moana-Kaka'ako Neighborhood Board, the City Department of Parks and Recreation, and City Department of Design and Construction are reviewing the committee's recommendations. The Authority will present the proposed plans for public comment at an informational meeting before adoption, which is planned for the spring of 2002.

(Visit the HCDA web site: <http://www.HCDAweb.org>)

### THE KAKA'AKO CONNECTION

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